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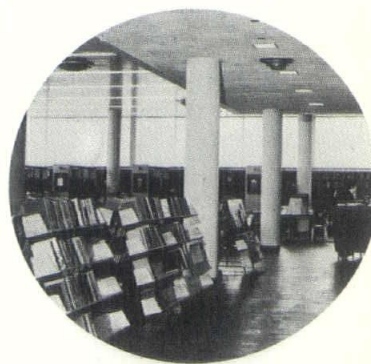
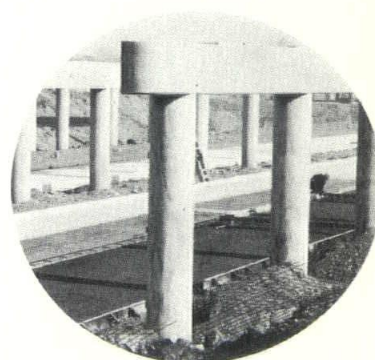
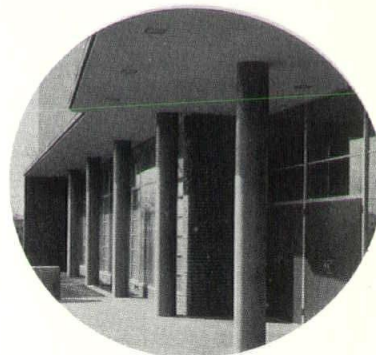
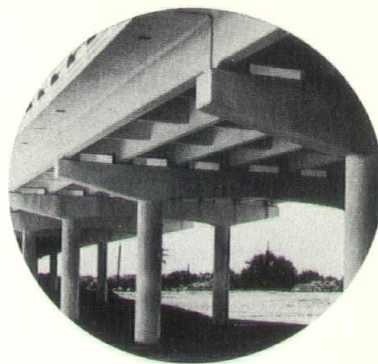
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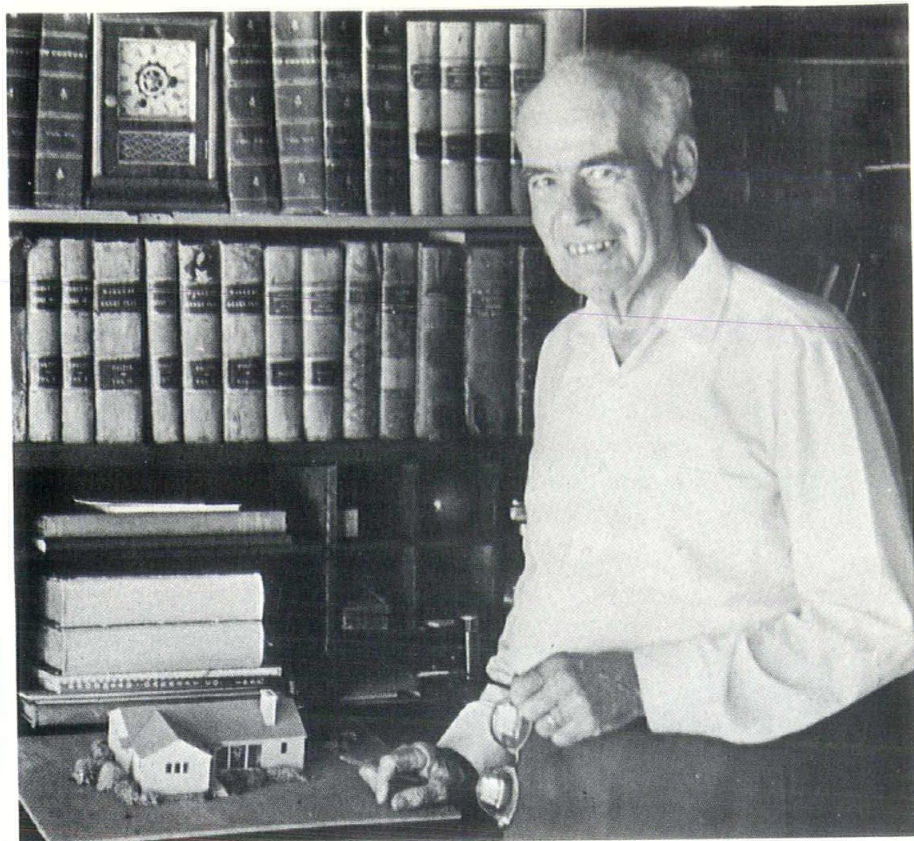
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W. POPE BARNEY, FAIA

1891-1970

W Pope Barney, a Philadelphia Architect until his retirement ten years ago, died at his home near Center Harbor, New Hampshire, on 17 March, age 79. At the time of his retirement Mr. Barney was a partner in the firm of Barney, Banwell, Armentrout and Divvins, successors to W. Pope Barney and Roy W. Banwell, Architects, organized 1929.

Mr. Barney was a graduate of the Schools of Architecture, Georgia Institute of Technology and the University of Pennsylvania, and was the designer of many structures in the Philadelphia area. During his years of practice he received many awards, among them the Gold Medal of the Architectural League of New York for distinguished design.

Mr. Barney was a Fellow of the American Institute

of Architects and a member of the N. H. Chapter, a member and former patron of the T-Square Club; at one time Instructor in Design at Carnegie Institute of Technology, and Visiting Critic in Architecture at Princeton University, Columbia University, and Penn State University, and a Lecturer on Architectural Subjects at Swarthmore College.

In the First World War he served as a Lieutenant in the United States Army Engineers, A. E. F., and in the Second World War as Lieutenant Colonel in the United States Army Air Force.

He was formerly First Reader at the Swarthmore Christian Science Church and more recently First Reader in the Wolfeboro, New Hampshire, Christian Science Church.



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Cover: Main entrance, Pease Federal Credit Union, Portsmouth, Designed by Donald T. Dennis.

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Notes And Comments

Dennis and Tambling

Architect Donald T. Dennis, AIA, of Portsmouth has announced that the firm name has been changed to Dennis and Tambling, Architects. The offices are located at 414 State Street, Portsmouth.

Philip A. Tambling, AIA, is a native of Rye and is a graduate of Reed College and the Boston Architectural Center. He originally met Dennis when they were working for the late Maurice Witmer, AIA, of Portsmouth. Tambling, who has been with the Dennis firm for four years, formerly worked with Hugh Stubbins Associates, Cambridge, and Royal Barry Wills, Boston.

Municipal Notes

Rollingsford — The town got an additional grant of \$20,000 for belonging to the E-1 Regional Planning Commission — which cost \$300 to join.

Upper Valley Planning & Development Council — Charles D. McKinney was hired as executive director and he will prepare a regional plan for the eight cities and towns. He is a graduate of Southern Illinois University with 15 years of planning experience.

Franklin — The city council approved the bid of a Keene concern to build a \$150,719 fire station.

Carroll — Citizens are concerned
(Continued on page 20)

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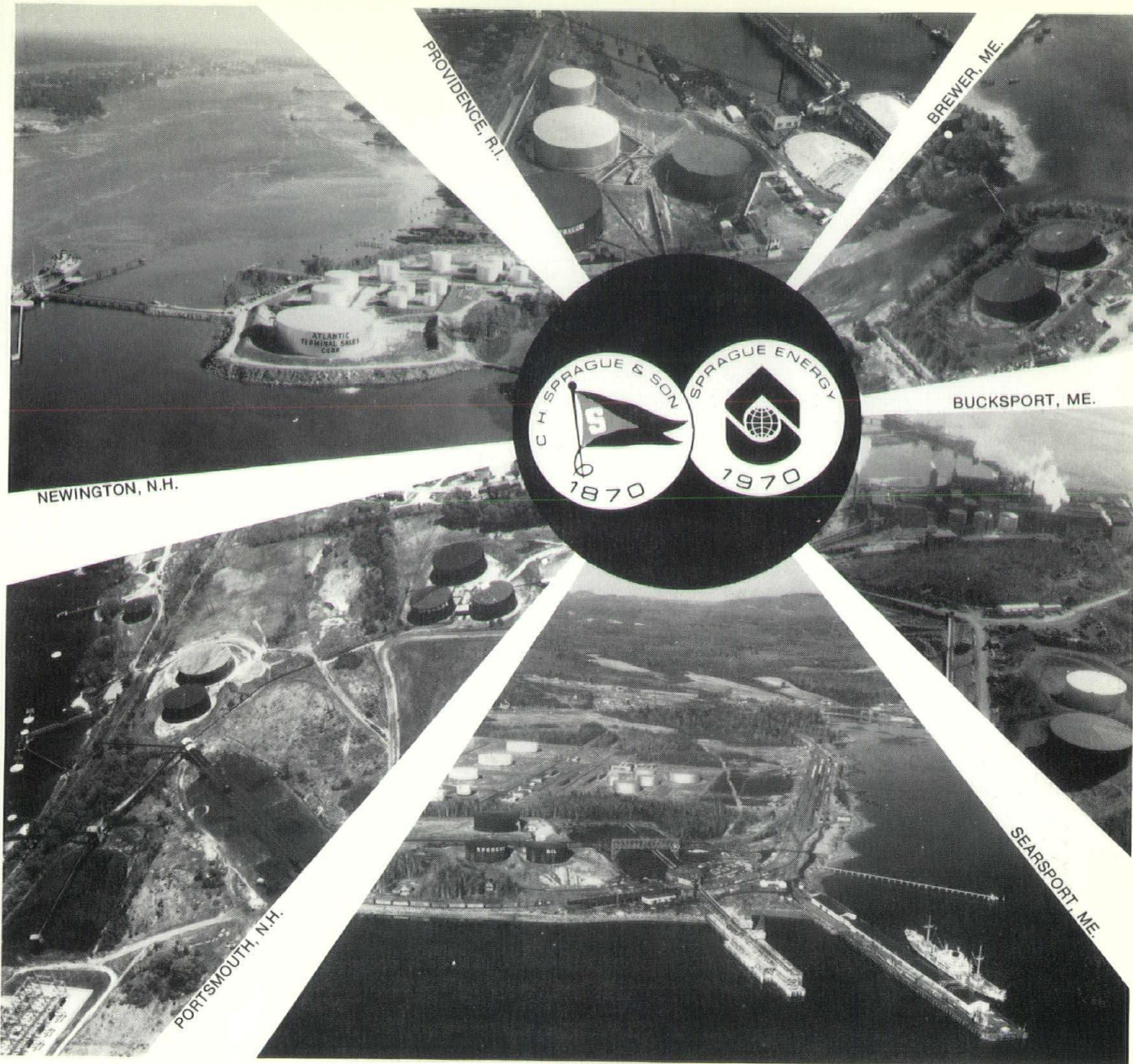
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Vertical windows in the nursing education center relate visually to the many trees on the site.

Nursing Education

St. Anselm's College,



Koehler and Isaak Architects

Davidson Construction Co. General Contractors

THE completion of a new nurses' dormitory and a nursing education building climaxed the fifteenth anniversary of the nursing program at St. Anselm's College in Manchester.

Since 1949, the nursing students had been housed either at Notre Dame Hospital or in Memorial Hall in downtown Manchester. Classes were conducted in many buildings on the previously all-male campus. Now for the first time, these students are living on-campus and attending classes in a building specifically designed to meet the requirements of the nursing education curriculum.

In siting the buildings, Architects Koehler and Isaak used to advantage a hillside location which includes a small pond and an arboretum. The three-story nursing education center was constructed in two wings which are angled slightly to conform to the curvature of the sloping site, to partially diminish the apparent size of the structure and to utilize existing site walls which remained from an old maintenance building.

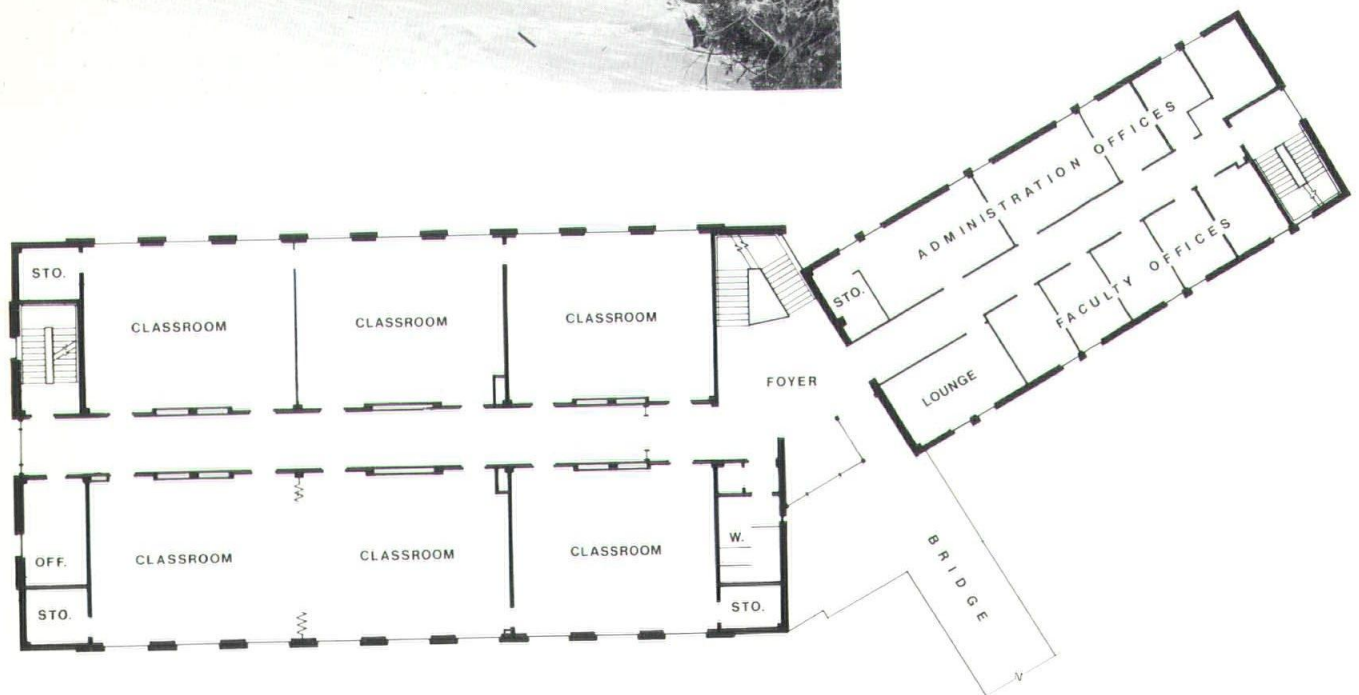
Complex

Manchester

Bridge was provided for access to the middle level of the nursing education center.

One of the two wings is devoted to faculty and staff while the other has twelve classrooms, some divided by folding partitions, a large lecture hall, nutrition laboratory and student lounge. Because the building is set into a sloping site, the main entrance is over a bridge leading to the spacious lobby on the middle level.

The steel frame structure has a dark brick exterior with dark tinted glass windows and dark painted wood sash, all selected to visually reduce the building and partially camouflage it in the woods. Large



Second floor plan, nursing education center.



Main entrance, nursing education center.



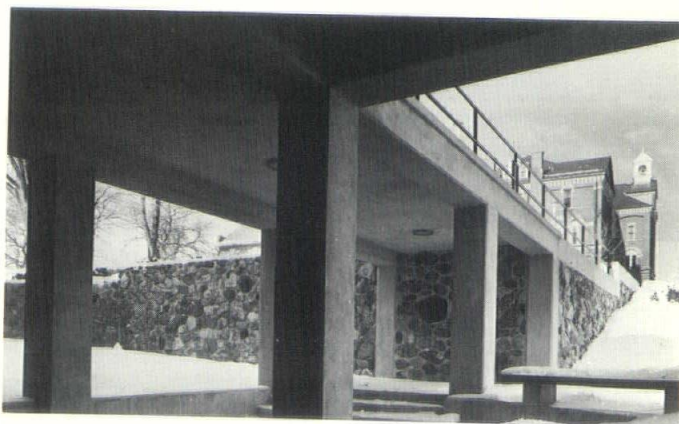
Rear of nursing education center overlooks arboretum and a small pond.

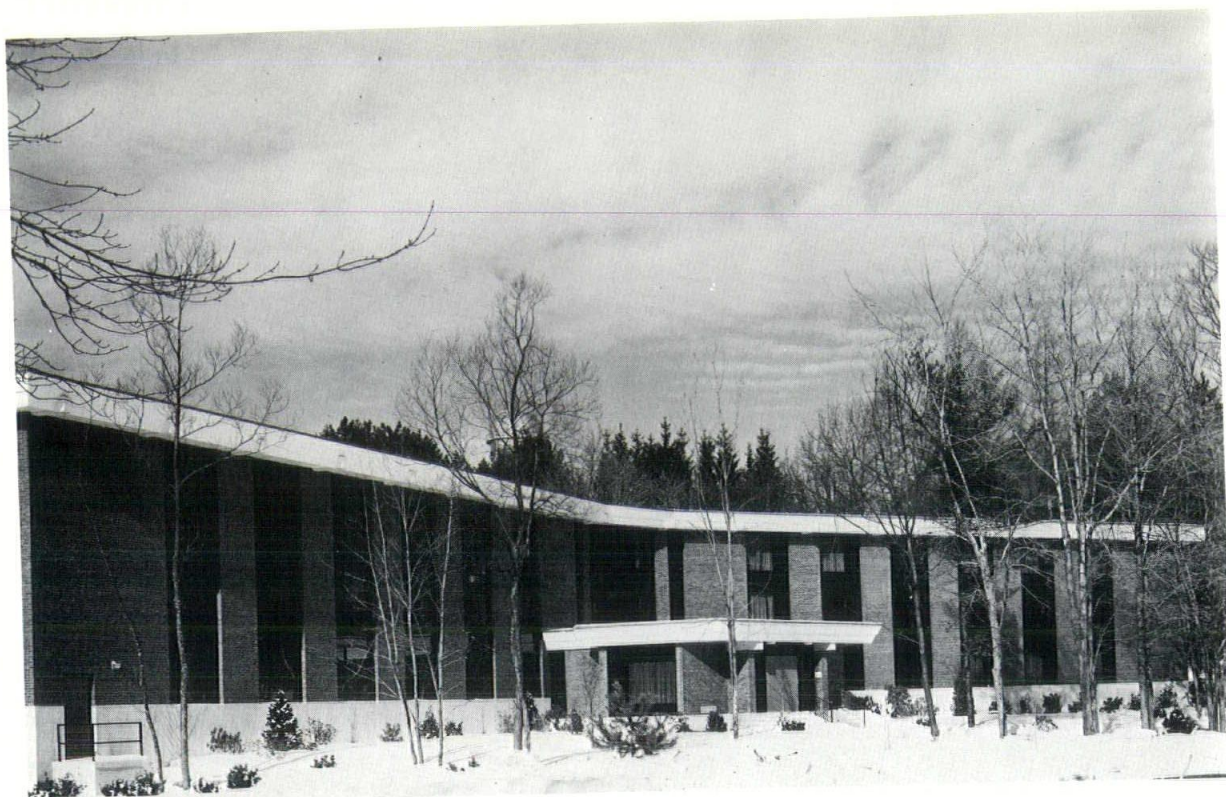
Nursing education center is situated adjacent to the administration building and other facilities which are utilized by both male and female students.

vertical windows relate to the many trees at the site.

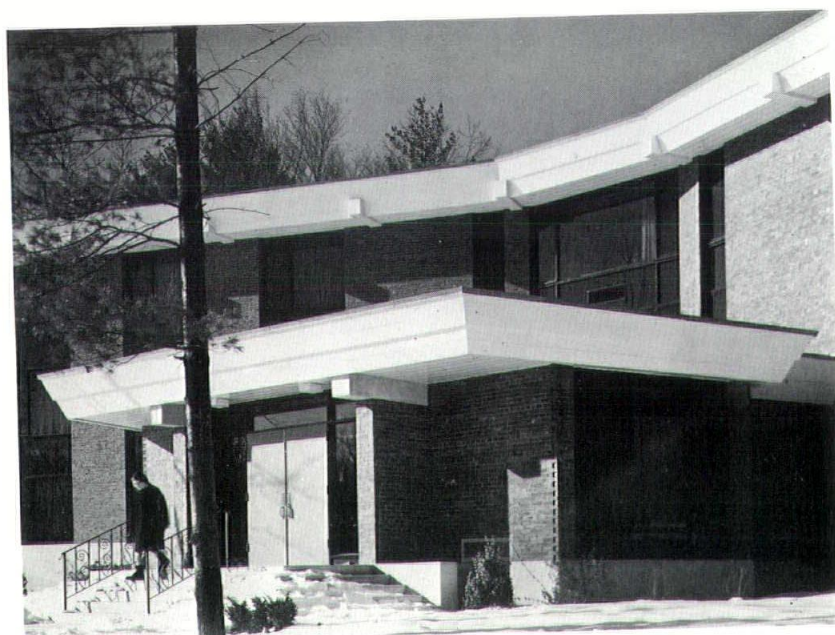
Epoxy paint and vinyl covering were used for the interior walls with vinyl asbestos tile floors. The building is heated from existing boilers in the nearby science building.

The three-story nurses' dormitory was designed to house some 200 students and several Benedictine Sisters. The exterior materials for the masonry wall structure relate to the nearby nursing education center (see site plan). For the interior, corridors are carpeted, walls are painted concrete block and all

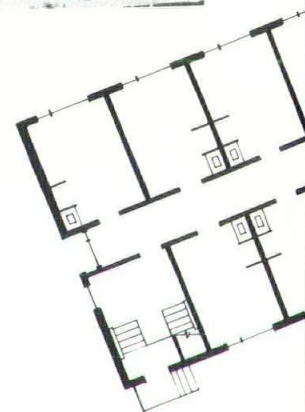




Dormitory. Dark brick was selected for the exterior of both buildings.

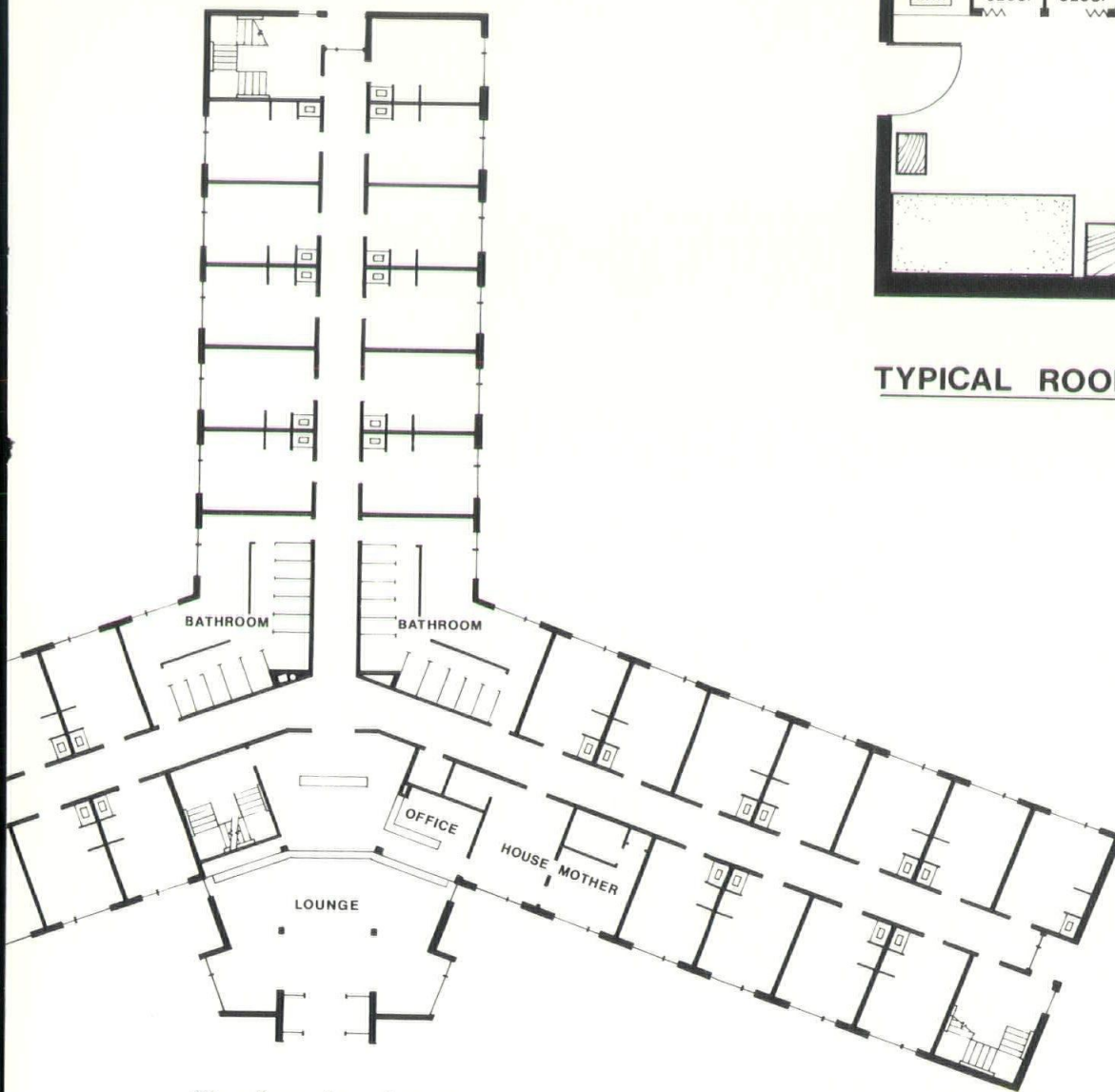


Main entrance, nurses' dormitory.

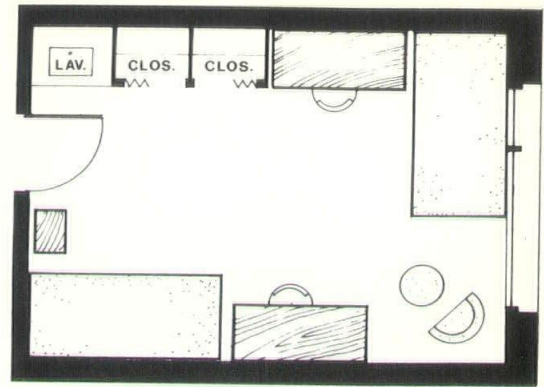


student rooms are furnished including a wardrobe with built-in lavatory for each room. Windows are draped to provide color accents and for acoustical buffering. The building is electrically heated.

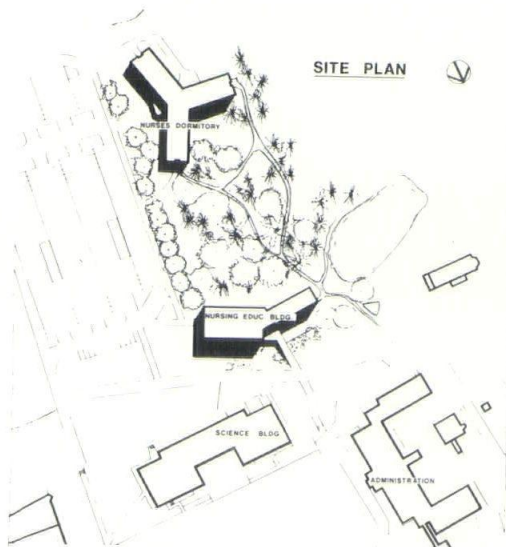
For the past fifteen years, the nursing education program at St. Anselm's College has been a valuable New Hampshire resource and with two new buildings, both constructed with space for anticipated increased enrollment, it is expected that the next fifteen years will be a period of even greater benefits and service to medical institutions in the state.



First floor plan, dormitory.

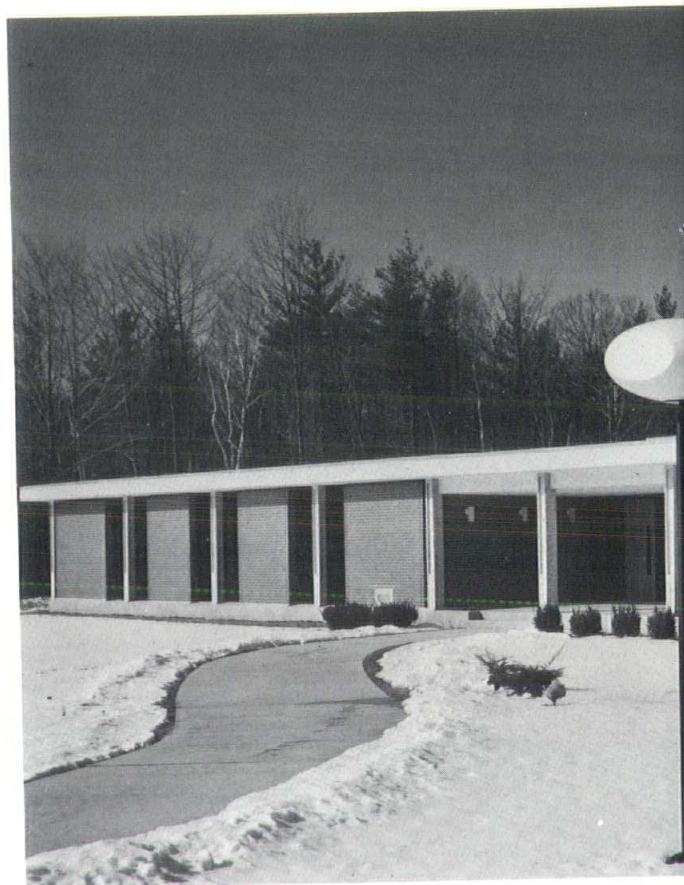


TYPICAL ROOM LAYOUT



Pease Federal Credit Union

Portsmouth





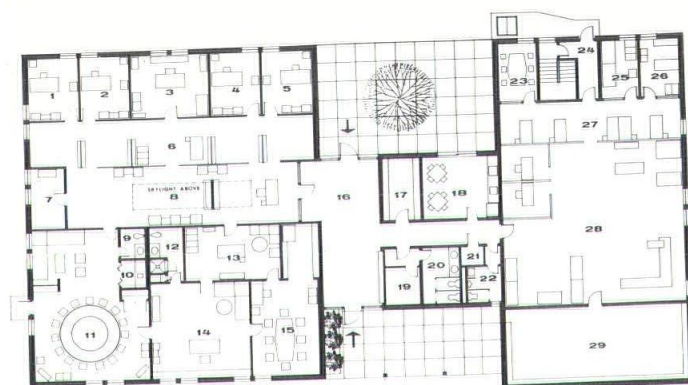
SHORTLY after the establishing of Pease Air Force Base in Newington, the military command realized a definite need for credit union services. The supporters of the idea applied to the Federal Government for a charter and, in February 1957, the Pease Federal Credit Union began its operation and now serves more than 27,000 members throughout the world. For several years, this institution served the military personnel and civilian workers stationed at Pease Air Force Base. Membership services could be met from one central location and, therefore, facilities provided in accordance with Department of Defense Directives, were adequate.

The need for larger facilities became quite apparent in 1967. The credit union began with \$900 in assets and grew to approximately \$3,000,000 in ten years. In addition,

Donald T. Dennis Architect
The Peirce Co. General Contractor

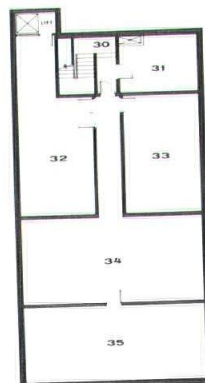


Conference room.



UPPER LEVEL

- 1 PUBLIC RELATIONS
- 2 MEMBER SERVICES
- 3 ASSISTANT MANAGER
- 4 PERSONNEL OFFICE
- 5 OFFICE
- 6 CLERICAL
- 7 DUPLICATING & SUPPLIES
- 8 RECEPTION - LOUNGE
- 9 LAVATORY
- 10 BAR
- 11 CONFERENCE ROOM
- 12 LAVATORY
- 13 SECRETARY
- 14 MANAGER
- 15 LIBRARY
- 16 LOBBY
- 17 COATS
- 18 EMPLOYEE'S LOUNGE
- 19 WOMEN'S REST ROOM
- 20 WOMEN'S TOILET
- 21 JANITOR
- 22 MEN'S TOILET
- 23 AUDIT
- 24 VESTIBULE
- 25 ACCOUNTING SUPT.
- 26 CONTROL SUPT.
- 27 CLERICAL
- 28 ACCOUNTING MACHINE ROOM
- 29 STAIR
- 30 JANITOR WORK ROOM
- 31 SHIPPING
- 32 INVENTORY
- 33 STORAGE
- 34 DEAD RECORD STORAGE VAULT



LOWER LEVEL

a merger with the Dow Federal Credit Union was completed, which in effect, doubled the size of the operations overnight. Three months after this merger, the Pease Federal Credit Union was one of the few selected to serve military personnel at overseas installations in West Germany. This new responsibility placed a heavier requirement on the administration and accounting functions, and created a need for more space to house official records and documents. A more sophisticated accounting system was also required.

When general manager Richard M. Grant contemplated the new facility, he sought the consultation of a local contractor who recommended the immediate



Reception-lounge photographed from lobby.

selection of an architect. Three other reputable builders were asked to submit architects' names for consideration.

This approach, combined with the general manager's desire to make the new facility a significant contribution to local architecture, resulted in the selection of Donald T. Dennis of Portsmouth as architect.

Mr. Grant immediately showed his desire to make the project a success by requesting the architect's advice on site selection. This first decision established the basis

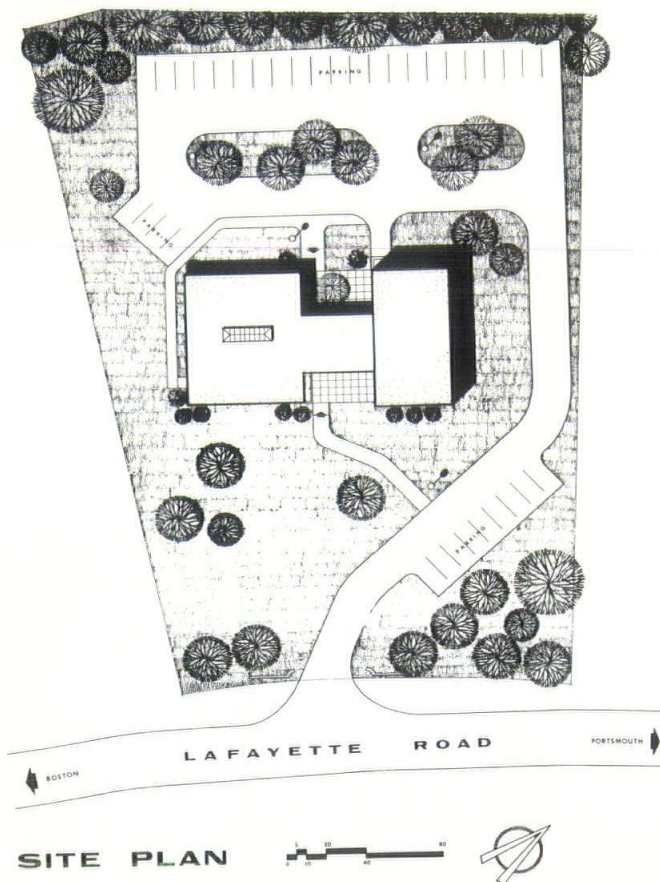
of an excellent owner-architect relationship which continued throughout the entire project. The site selected is appealing, wooded land, which has good restrictive development requirements. The landowners expressed their desire to make this development an office-park type environment that would be an asset to the community. This desirable plan is working as the same architect has another building presently under construction in the development.

The design problem for the credit union was to plan a facility to house executive offices and accounting machine equipment functions and to make the facility a pleasant and efficient place to work. The solution, as indicated on the plans, places the executive

offices and the accounting machine equipment operations in separate locations, separated by a lobby with a service core to accommodate employees and numerous visitors.

The exterior materials, brick and precast architectural concrete, were chosen because of their color and texture compatibility. These materials express a permanence in keeping with the function of the building and establish a design pattern for other structures to be built in the development.

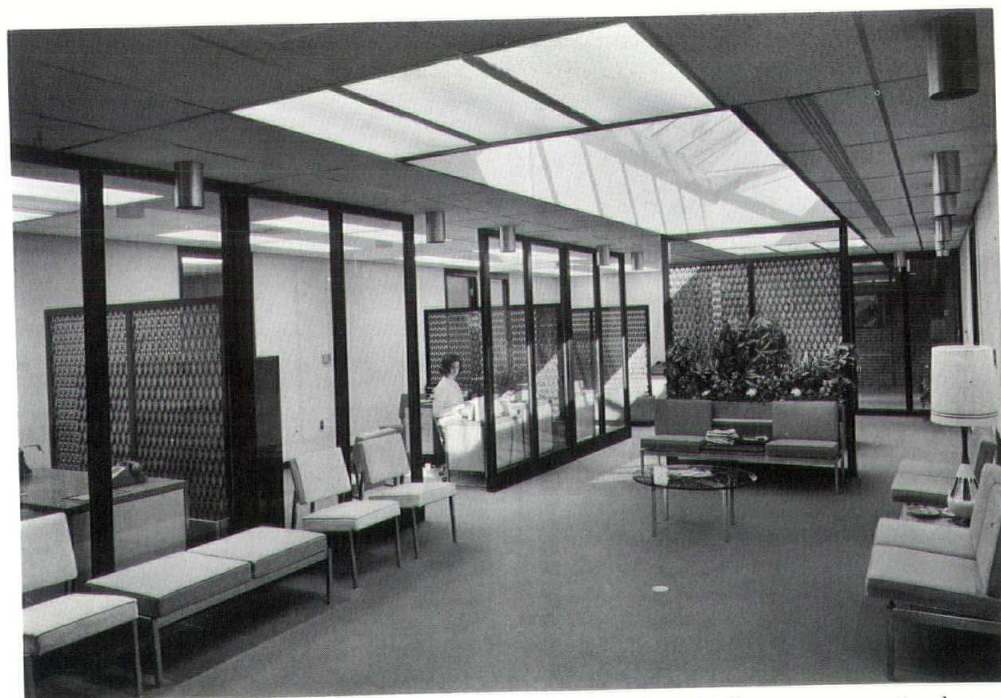
The lobby interior has brick walls with a ceiling of oak slats separated by vinyl covered plywood. The executive offices are decorated with walnut veneer walls, vinyl covered gypsum board



walls, acoustical tile ceilings, carpeted floors and furnished with custom designed cabinets, files and conference table. Screens of carved oak are used as decorative dividers in the executive office portion of the building. The general manager gave the architect complete freedom in design and extensive consultation was also made in selection of furnishings. Decisions by the general manager were explicit and swift, which lead to the ultimate success of the project.

The conference room, with its unique table, is used extensively by the credit union, and also for numerous local civic meetings and conferences.

The architect and the Credit Union feel that the design objectives for this project have been achieved. A most rewarding result of the project was the presentation of a plaque of appreciation to the architect from the Pease Federal Credit Union.



Skylight illuminates reception-lounge.



General manager's office.



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Notes and Comments (Continued from Page 6)

about a proposed Bethlehem Junction Dam which could take \$600,000 of taxable property at Twin Mountain.

Concord — Conservation interests bought 9 acres with a mile of frontage on the Contoocook River for \$143,000 for future community development.

Exeter — Modular Building Components will build a \$500,000 plant to employ up to 200 persons to produce and sell modular homes.

Manchester — The City Council approved a \$5,230,000 bond issue to finance the city's share of \$20 million Hampshire Plaza — a 20 story office building with an enclosed shopping mall with a 400 car parking facility.

Portsmouth — Portsmouth Preservation, Inc. suffered a setback when the City Council refused to change Parcel I Vaughn Street Urban Renewal to architecturally historically significant structures but kept it as municipal.

N. H. City and Town

Ward Joins N.H. Planning Dept.

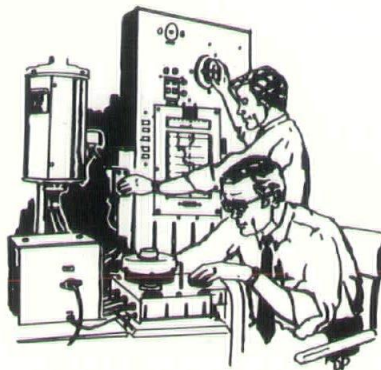
Robert Leumas Ward of Andover, New Hampshire, has joined the staff of the New Hampshire Office of Planning and Research as a Principal Planner. He will have major responsibilities in the field of community affairs.

Mr. Ward, who was graduated from the University of the State of New York, has formerly served as Landscape Architect with a San Francisco landscape architecture firm, Assistant City Planner with the San Francisco Department of City Planning and Senior Urban Planner and Senior Landscape Architect with the Hudson River Valley Commission in New York. He served in the United States Army with the rank of Second Lieutenant. Mr. Ward is an associate member of the American Society of Landscape Architects, a provisional member of the American Institute of Planners and a member of the American Society of Planning Officials.

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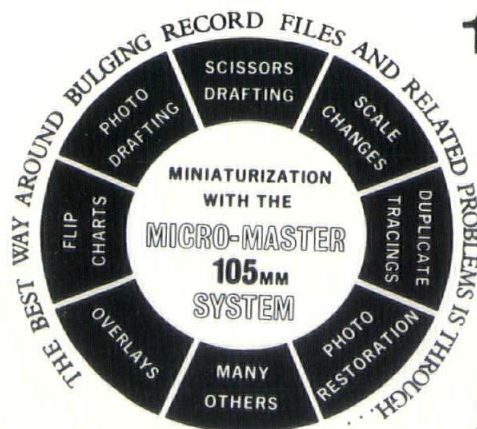


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Proto-Town Project For Six N.H. Towns

WHAT Robert Frost once praised in poetry as the symbol of a thriving northern New England farm economy, and what are today the forgotten stone fences of a backward and depressed area, may soon stand for progress and renewed hope for thousands as a dramatic new approach to rural renewal takes root.

Under the unlikely name of "Rural Proto-Town," a team of about 20 social scientists, economists and public officials from universities, business and government in New Hampshire and Vermont have joined forces to lead an investigation into the causes for the decline of many small rural towns in northern New England and to plan an alternative model for eventual construction as a demonstration new town.

In a larger sense, Rural Proto-Town is also one of the latest and most imaginative efforts being made on a national scale to counteract what many leading social scientists consider the nation's most pressing problem of the 1970s: overcrowding in the cities and its aftereffect, "urban sprawl." Estimates are that by the year 2000 the U.S. will have an additional population of 100 million Americans — almost all of which will end up in or near the cities.

RE-DEVELOP EXISTING TOWNS

This is where the Proto-Town project, under the supervision of the Resources Development Center of the University of New Hampshire, takes on the look of a realistic answer to the forecasted rural-urban dilemma in New England. While three demonstration communities have already been built in this country from private funds — in Reston, Va.; Columbia, Md. and Irvin, Calif. — all three are wholly new towns carved from large tracts of farmland. Rural Proto-Town, on the other hand, proposes to re-develop towns already in existence, on land used only to a fraction of full capacity. At a time when land of the acreage needed to support a town is scarce and costly and at the same time when capital in the amounts

Granite State Architect

necessary to build a town of the future is doubly hard to find, the Proto-Town idea begins to make sense.

Moreover, according to project director George Putz, a sociologist and anthropologist currently serving as field representative for the Bureau of Educational Research and Testing Services at UNH, "Rather than start from scratch like most new American towns, which leave major questions about life style and environmental balance still unanswered, we're starting from a plateau where these and other matters are already known. Our main concern can be with re-vitalization to help solve rural and urban problems." This is in place of building new cities intact with sets of the same old problems.

RESEARCH COMES FIRST

The initial phase of Rural Proto-Town involves extensive research into the causes for social, economic and political decay of the towns in the northernmost counties of New Hampshire, devising an elaborate plan for their gradual reform and finally, converting these plans into

(Continued on Next Page)

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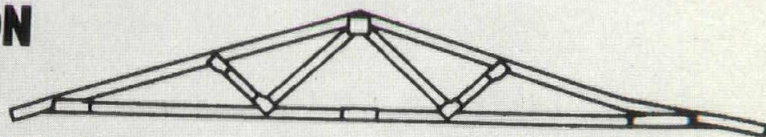
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(Continued from page 23)

action by a town planning board at the local level. With the exception of three counties in this region whose populations have remained fairly steady, all others have shown significant losses of people to Boston and other crowded urban centers since World War II. This, according to a resources development expert at the University of New Hampshire, is the crux of the problem and ill forebodes the future without immediate remedy.

Toward this end Director of the Resource Development Center at UNH William F. Henry, was awarded an initial grant of \$2,500 from the Spaulding-Potter Charitable Trusts of Concord, in January two years ago, to permit preparation of a more comprehensive proposal of the project. At the same time three of the project's founding fathers — J. Jackson Walter, president of Swarthmoor Ltd., a community development and planning corporation in Littleton; Hans Klunder, architectural planner from Hanover; and Silas Weeks, professor of resource economics and extension economist at the University of New Hampshire — came to the conclusion that renewal of existing rural communities would demand a new kind of legal, political, economic and social infrastructure never seen before. Consensus was that the attempted improvements and changes over the years had brought little progress to the state's north country.

"ECOLOGICAL CONSCIENCE"

Beginning with northern New England's unique balance of heritage and landscape and buoyed by a second Spaulding-Potter grant of \$3,000 to UNH for state improvement, the Proto-Town work group set about the task of doing what Putz wryly called "the first \$100,000 worth of research almost for free." Early last year it was decided to root the Proto-Town study in the "ecological conscience" of northern New England, or conservation of the environment that produced the society and now may be the most effective means of keeping it alive.

A cornerstone of the group's philosophy is that man-made America, through small and unrelated decisions, continues to pollute the air

Granite State Architect

and water, fell the forests, dam the rivers and, in short, defeat its quest for more natural urban environments.

A few of Proto-Town's more immediate answers to the process of land despoliation will include zoning for lake shores, flood plains and historical-architectural districts similar to the "areas of town concern" system proven successful in Chicago. Land use control policies designed to encourage agriculture on appropriate lands will be stressed as will intelligent water, forest and wildlife management.

A second concern of the Proto-Town research stage, now nearing completion after a year of study, is the re-vitalization of the democratic processes of these towns through educational and political means.

TOWNS NOT NOW DEMOCRATIC

"Small town democracy in this part of the world is actually not democratic at all," explains Putz. "On the contrary, it is extremely oligarchic and this presents a major problem in renewal."

An attempt will be made to develop an open-minded local administration willing to discard many out-moded practices of running a town in favor of a fresh political, social, and economic program suggested by the Proto-Town work force stressing majority rule. Two special priorities in this area concern economic base and municipal services reform.

Data on patterns of employment in both the public and private sectors and on the levels and kinds of economic activities is being organized to fashion a model of an economy which would permit activities to change location so that a town would specialize by size and place in those undertakings for which it had a competitive advantage. It is also estimated that a close examination of town service facilities will surface within the next two years.

REPORTS BEING READIED

The heart of the Rural Proto-Town project is the analysis phase — actual preparation of operating guidelines for a "new town" in northern New England. For this, the proj-

(Continued on Next Page)



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(Continued from page 25)

ect director reports, between 500 and 600 pages of reports on findings are presently being written by staff members for publication and distribution this spring. At that time New Hampshire's initial attempt at formal inter-town planning will go into high gear with the first test tube town being formed.

According to project officials, current plans are to begin the experiment with a cluster of six small towns in the southwest corner of Coos county including Dalton, Lancaster, Jefferson, Whitefield, Northumberland and Stratford to be known for now as "Coos Six."

Why the cluster idea? Research has already shown that possibly the best way to avoid the social and economic pitfalls of individual northern communities is to re-structure these into a new and larger system. Accordingly, formation of a Coos Six Planning Board composed of at least one representative from each town has begun. Such a citizen group would be essential as a sounding board for ideas, criticism and, ultimately, as the means of converting theory into practice among an enlightened and enthusiastic local populace.

While exploratory meetings between board members and Scarborough, Maine, rural planner William Dickson have been held, action proposals await the receipt of the first set of position papers due in April or May.

From there, "Our strategy will develop for whatever situation develops as a result of the degree of interest generated," Putz says. "With luck, we may even be able to begin actual village re-vitalization construction as early as June."

NEED PUBLIC AWARENESS

Practically speaking, however, a long-range timetable for the Proto-Town experiment must await wider public awareness of the project and greater endorsement of the group's goals in the form of more dollars from private foundations similar to Spaulding-Potter, and public sources like the U.S. Department of Agriculture and county and local agencies. Hope is that the project's forward progress to date as illustrated by the

Granite State Archite

upcoming position papers will go some distance in selling the idea to prospective supporters. As George Putz observes, "How often do foundations and government agencies receive proposals for projects already half-completed by using large indigenous resources only? Not often, I suspect."

DREAMS BECOME REALITY

Until that time, the Rural Proto-Town dream of an American landscape dotted with small cities, new towns and growing villages — each of these a cluster with its own jobs and industries, its own college or university, medical center, cultural and recreational centers and productive agricultural sector remains a dream only tinged with reality.

As this country's former poet laureate and himself a New Hampshire native once observed, "Ya can't stand still and hope you're going to get somewhere. You never go back," Robert Frost said. Today, a like-minded group of Yankee dreamers and planners are starting down the path less traveled and, like Frost, have miles to go before they sleep.

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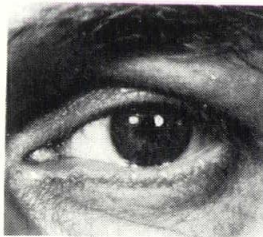
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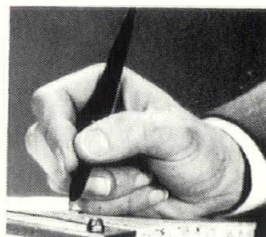
The F. W. Dodge Division of McGraw-Hill Information Systems Company has reported on January contracts for future construction in the state of New Hampshire. According to George A. Christie, vice president and chief economist of Dodge, the latest month's construction activity followed this pattern:

	1970	1969	Per Cent Change
TOTAL CONSTRUCTION	\$5,506,000	\$11,382,000	Minus 52%
Nonresidential	\$1,029,000	\$ 5,203,000	Minus 80%
Residential	\$2,450,000	\$ 2,981,000	Minus 18%
Nonbuilding	\$2,027,000	\$ 3,198,000	Minus 37%

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Transportation Crisis

— "Ability of our cities to survive" may depend upon adequate and balanced transportation, The American Institute of Architects has told Congress.

William L. Slayton, executive vice president of AIA, speaking for the Institute's more than 24,000 architect members, testified March 12th before a House Committee on Banking and Currency subcommittee considering new Federal aid for mass transportation.

Architects, Slayton said, recommend the following:

— A unified Federal transportation trust fund that would allow cities to determine the best transit methods for their areas and coordinate highways, air, water, and rail transportation systems.

— If Congress and the Nixon Administration fail to accept such a unified fund, the nation's cities at the very least should get the full \$10 billion authorized by the Senate for 12 years to be used for major transportation systems.

— Congress should amend the Senate bill to allow "significantly more" of the \$10 billion to be appropriated in the first two of the 10 years. Only \$80 million would be available in the first year and \$230 million during the second under the current Senate version, AIA noted.

The Institute commended the Senate bill for contracting the government to spend \$10 billion, thus assuring cities ahead of time funds for transit. Large and medium sized American cities already have transit needs from \$15 billion to \$30 billion for the next 10 years, according to estimates given Congress earlier, the AIA noted. "The commitment to at least a \$10 billion Federal program is therefore important," Slayton testified.

The AIA also told the Subcommittee on Housing:

— Smaller cities, too, need help on transportation. "Proposals to upgrade bus fleets have remained moribund" because of lack of money.

— The Department of Transportation (DOT) should be allowed to use 15 percent of the \$10 billion fund where needs are most pressing even though a state may have al

ready received its share of the remaining money. One or two states won't "receive a disproportionate share . . . over time as there are so many states with significant mass transportation problems," AIA said. — DOT also should be allowed to acquire property next to transportation rights of way and stations "where the use of the property for development or redevelopment to a higher use is anticipated." This would allow coordinated planning and enhance the transit system's service to the planned development, AIA said.

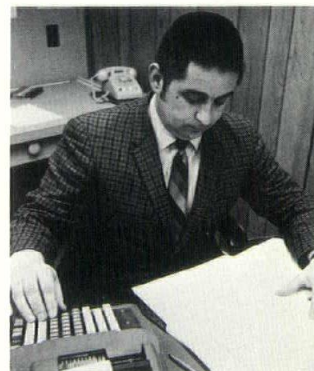
— Metropolitan planning organizations and city planning departments should be given the power of review of all applications for Federal aid to transportation systems before they go to DOT. Pooling of funds from a variety of projects, including transit, and coordination to avoid waste "and achieve common goals" depend on comprehensive area-wide planning, AIA noted. New Federal help should be used as a tool to further this type of planning, the Institute added. — No Federal assistance should be given for transportation unless DOT determines "that fair consideration has been given to the preservation and enhancement of the environment . . . Special efforts should be made to preserve the natural beauty of the countryside, public parks and recreation lands, wildlife and waterfowl refuges, and important historical and cultural assets . . ." — "Comprehensive" help to relocate families and businesses forced out by new transportation and its adjacent redevelopment must be assured.

Award Liquor Store Bids



NEW STATE LIQUOR STORE AT PORTSMOUTH APPROVED. Here is an artist's sketch of the New Hampshire Liquor Commission's new self-service sales facility to be constructed this year in the north quadrant, adjacent to the present Portsmouth Rotary Circle and situated just south of Woodbury Avenue. Governor Peterson and the Executive Council, at their March 30th meeting in Concord, approved the construction contract award of \$305,782 to the Maxam Company of Portsmouth to build this one-story, masonry and brick building of contemporary design. The Portsmouth Architectural firm of Donald T. Dennis designed the new facility which is scheduled to be opened for business by the 1970 Thanksgiving holiday season.

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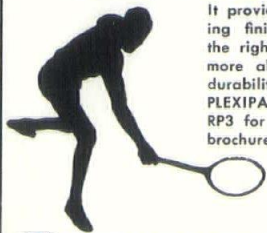
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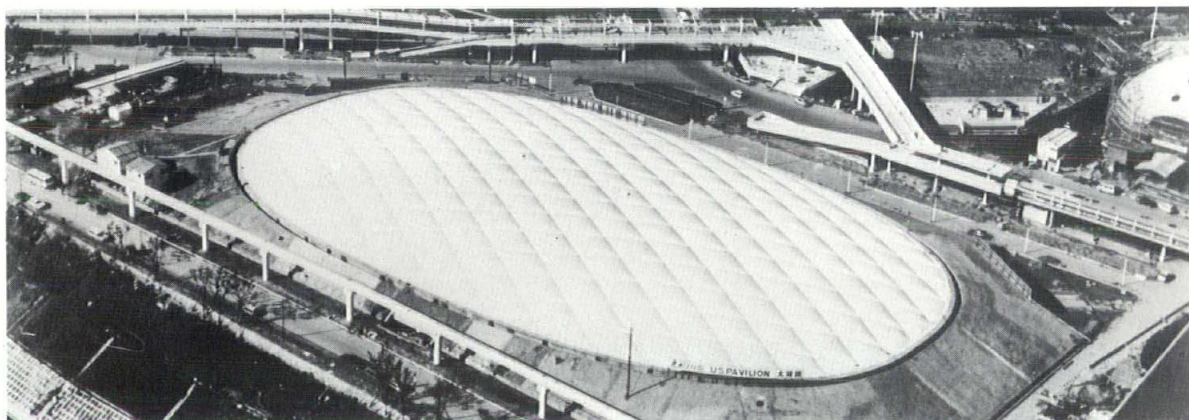
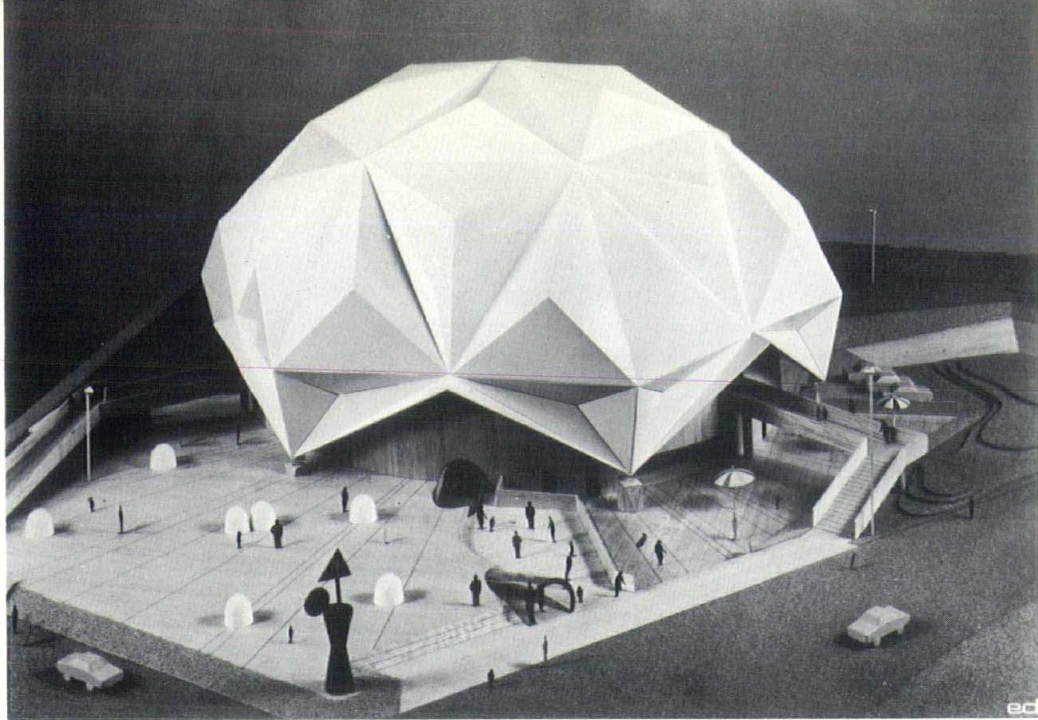
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EXPO 70 OPENS IN JAPAN

(top) A "World without Bound-ary" encourages the visitor to the Pepsi Pavilion to create his own visual, aural and tactile experiences. A cloud bank of fog will surround the pavilion day and night creating an aura of mystery and encouraging the visitor to "do his own thing." (above) The U.S. Pavilion features a translucent inflated roof. The interior, about the size of two football fields, will hold two levels of exhibitions, including "Images of America."

A super show for an anticipated 40 million people will be presented to the visitor to EXPO '70. Already included in the list of highly accredited world expositions (Paris, Brussels, Montreal), The Year of Japan promises to be a universal search for harmony between man and man, man and his environment, nation and nation.

The Symbol Area summarizes the theme of the Osaka Exposition: Progress and Harmony for Mankind. The towers of Motherhood and Youth symbolize man's evolution and his ceaseless energy, while

the Tower of the Sun is a journey into man's progress — past, present and future. The central theme of Progress and Harmony is directed by a fuller enjoyment of life, the conservation of his resources, the use of technological knowledge so it will not dehumanize man, and a better understanding of his fellow man. More than 80 pavilions and hundreds of exhibits reflect these themes in the hopes that man will gain a better understanding of his world.

A highlight of the Symbol Area will be the EXPO Museum of Fine

Arts, where more than 750 works of art from around the world will be displayed, including five tapestry drawings by Raphael of "The Life of Jesus Christ and Acts of His Apostles" from the Vatican. National festivals and entertainment will attract the visitor to Omatsuri (Festival) Plaza and Floating Stage.

Elevated moving roads and a monorail will take the visitor from the Symbol Area to the exhibitions and pavilions. A 41-acre Expoland has been designed to entertain the children. More than 63 acres have been devoted to the art and development of the famous Japanese gardens, and an International Bazaar will tempt the visitor with food, souvenirs and treasures from around the world. Plazas named after the seven days of the week will give the visitor a place to rest and literally watch the world walk by.

Participating in EXPO '70, the first world exposition to be held in Asia, are more than 70 foreign governments, as well as several international organizations, private corporations, and the Japanese government. There are serious, fun, and way-out designs, but all through the exposition the visitor will get a feeling of what life will be like for his children and grandchildren.

Themes and architecture are as varied as the participants. Three private American corporations have contributed to EXPO '70. One, "World Without Boundary," is an example of moon-age art — a total experience that involves all the senses, not just sight. At the Pepsi-Cola Pavilion the visitor may compose his own visual, aural and tactile experiences as he moves around. Individual head-sets and an intricate sound loop system will let the visitor to "World Without Boundary" experience different noise sounds as he walks across floor segments like grass, asphalt, wood, lead and stone. Highlight of the pavilion is a spherical mirror 90 feet in diameter, 210 degrees, the largest ever made. The mirror has the unique optical property of reproducing an image of the person as suspended in space. If the visitor faces the mirror surface closest to him, he will see an enlarged image of himself.

Throughout the Pepsi Pavilion, the visitor is encouraged to do his own thing — it's a complete sensory experience.

While "World Without Boundary" is a glimpse into the art of tomorrow, the U. S. Pavilion at EX-

PO '70 is an experiment in the architecture of the future. The pavilion is a shallow-domed, elliptical structure sunk partially into the ground and covered with an inflated fiberglass roof. The unusual roof, cover-

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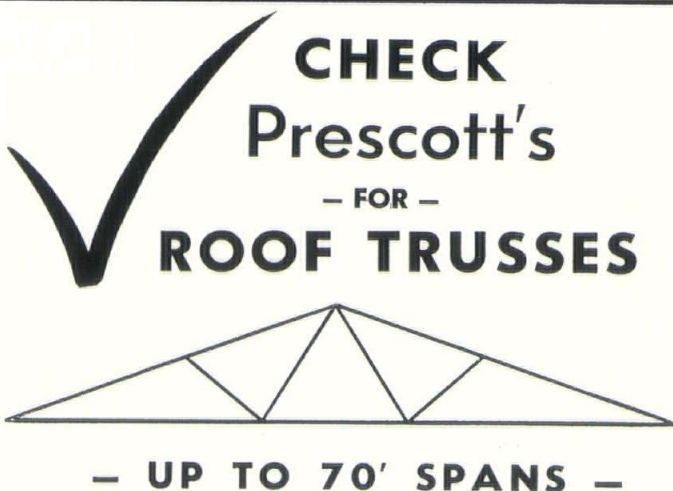
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(Continued from page 31)

ing an area about the size of two football fields, will filter natural light during the day and glow with artificial light at night. The U. S. Pavilion is the lowest at the fair, while the Soviet Union Pavilion is the highest, soaring 130 feet into the sky.

Many of the other pavilions have taken advantage of the concept of experimental architecture. The Italian Pavilion is a striking combination of glass and steel that forms a series of interlocking slanted structures; while the Fuji Pan Robot

Pavilion takes a futuristic look at "Children's Dreams" as seen through a forest, a town and a future world inhabited by robots. The Bulgarian Pavilion is architecturally representative of the Stana Planina mountain range that rises from the shore of the Black Sea. The pavilion consists of four pyramids each made of steel piping with one glass and two aluminum surfaces.

EXPO '70 is the Year of Japan and a gateway to tomorrow's world. From March 15 through September 13, the visitor to Osaka will delight in a model of the future.

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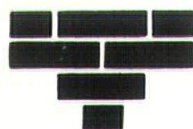
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